

has been negligent in the discharge of his duties, or who is unfit or incompetent to discharge them properly and efficiently, either from *innate conduct, incapacity, age, or from any other infirmity or cause whatsoever.*" Section 11th gives power to assign retiring pension, when incompetency of the master shall be from age or other infirmity, but not from *innate conduct or incapacity.* The 3rd section of the above Act relates to the qualification of master required by the words of endowment. The 4th section—the Court not to lower the standard of admission when Greek and Latin are required. The 5th section empowers the Court to dispense with the qualification required by any provision or statute for the master, in order to carry into effect more efficiently the intention of endowment deed. By the 6th section, the qualification of new schoolmaster, and right of appointment, is regulated. There is no doubt it would be salutary to put the enactments of this statute in force as regards some schools in Westmorland; but the above extracts will suffice for the present to draw the attention of the public to the powers therein contained. In a short time it may be necessary to advert again to this Act more specially and directly.—*Westmorland Gazette.*

#### RAILWAY INTELLIGENCE.

**Wakefield and Lincoln Railway.**—The Wakefield and Lincoln line has been taken up with great spirit at Lincoln and its neighbourhood, and of the capital of £50,000, shares to the amount of £35,000 have been applied for by the gentlemen of the county, the provisional committee having determined to give the preference to applicants locally interested, provided that they are responsible parties. The Lancashire and London capitalists have sent claims for more shares than will remain after the Lincolnshire demand is satisfied. Every thing would thus seem to look well for the success of the project; which, when carried into execution, must prove by far the most important line for the agricultural districts of England of which the country can boast; carrying, as it must, the produce of Lincolnshire, North Norfolk, Cambridgeshire, and Huntingdonshire, to the great markets of consumption lying between Wakefield and Manchester, embracing the entire cotton and woollen manufacturing towns, with a population of near 2,800,000, all of whom have to be fed from other parts. So cheap is the transit of corn from Hamburg (notwithstanding the restriction of the *ban*, whether for Stockport or its broad-brimmed brother, Bright) in the contrary, that a contract might be made, not, as they say, for 8s. per quarter charged to freight from Hamburg to Hull, but for half that rate per quarter, from Hamburg to any town between Wakefield and Manchester, including Leeds, Wakefield, Bradford, Dewsbury, Huddersfield, Brighouse, Elland, Halifax, Hilden Bridge, Todmorden, Barnsley, Rochdale, Bury, Oldham, Manchester, Ashton, Stalybridge, Stockport, and their very populous parishes and manorships. In fact, without the Lincoln and Wakefield Railway, the cost and time of transit from Lynn, Yarmouth, and the other shipping places in Norfolk, as well as Boston, Wisbech, Spalding, and the other great shipping places in Lincolnshire, from which their supplies are now drawn, are actually more than from Hamburg or Danzig, by an average of 30 per cent., which would have been proved before the House of Commons, had Mr. Cobden's committee been granted.

**Wisebech.**—The directors of the London and Birmingham and the Eastern Counties Companies had a meeting on Thursday last, for the purpose of carrying out a railway from the line at Ely to Lincoln, and Wisbech and Boston; it is said Mr. Stephenson is to be the engineer. This line, of course, will be opposed to Mr. Walker's line from Cambridge to Lincoln and York.—*Boston Herald.*

**Manchester, Leeds, and Hull Railway.**—On and after the 11th of April there will be two mails per day between Manchester and Leeds, and two between Manchester and Hull. As has always been the case with this company, the terms were settled between the Postmaster-General and the railway without having recourse to arbitration.

**South Devon Railway.**—We understand that Mr. Walker, the eminent engineer, who is specially appointed by the Lords of the Admiralty to report on the proposed canal line of the South Devon Railway, has arrived in this city (Exeter). He commences this morning an examination of the Exeter Canal, and will proceed with all possible despatch minutely to survey the banks of the Exe, the sea-shore to Teignmouth, and the banks of the Trilgon. His report, it is understood, will be of the most accurate description, so as finally to settle the question whether or not Mr. Brunel's line is one which ought to be adopted, either as regards the public safety or causing any impediments to navigation. We hear Mr. Brunel has been at Dawlish and Teignmouth during the last week, making the most rigid scrutiny into the feasibility of his proposed line of railway, so as to be prepared to rebut any arguments which may be advanced against it.—*Trevelyan's Flying Post.*

**Bristol and Exeter Railway.**—A large and influential meeting of the city and county gentlemen was held at the Guildhall, Exeter, on Saturday week, to consider the propriety of adopting some course to celebrate the completion and opening of the Bristol and Exeter Railway. The High Sheriff of Devon was in the chair, and it was unanimously resolved that a public banquet should be given to the directors of the Bristol and Exeter and the Great Western Railways, the members and Recorder of Exeter, the Lord Lieutenant, the High Sheriff and members of the county of Devon, &c., on that occasion. A considerable amount was raised at the meeting for carrying the same into effect, and subscription lists are opened at the different banks in Exeter.—*Western Luminary.*

**New Railway.**—A railway is about to be proposed from Southampton, through the New Forest, between Ringwood and Christchurch to Lytchett, which is immediately at the back of Poole Harbour; from this point it will be continued to Dorchester, thence to the River Ye, and extending to Bridgwater. This will be effectually opening up the benefits of railway communication to the counties of Dorset and Somerset. The saving to persons residing inland upon coal, and other articles of consumption which are sea-borne, will be very considerable. We are happy to hear that the landowners on the line are generally favourable, and as both the South-Western and Bristol and Exeter lines will be fed by the proposed junction, we should not anticipate any opposition in these quarters.—*Somerset Gazette, March 23.*

**Competing Lines of Railway.**—In the Lords on Friday week, the Earl Fitzwilliam recommended to government to issue a commission to take surveys of railways generally throughout the country, and fix the points from which it was for the interest of the whole community that railways should run, leaving to private enterprise the execution of the lines thus declared by government to be of the greatest public utility. The Duke of Wellington promised to mention the recommendation in the proper quarter.

**Manchester and Leeds and Hull and Selby Amalgamation Bill.**—This bill was thrown out in the standing orders committee of the House of Commons, in consequence of the required preliminary notices not having been given. As each company, however, has the power of leasing to the other, the arrangement will be carried out, notwithstanding the rejection of the bill, the terms of the lease of the Hull and Selby being 10s. per cent. of net profits, exclusive of any additional capital for branches, which is to be shared as original stock.

**Lancaster and Carlisle Railway.**—This bill has passed through committee of the House of Commons without opposition, and there is now no impediment to its being the law of the land soon after Easter. The contracts for the whole of the works, including all extras, and also for the iron, have been concluded with eminent contractors, within Mr. Locke's estimate; the whole to be completed in two years.—*Lancaster Guardian.*

**Dublin and Drogheda Railway.**—The first experimental trip, which took place upon this line on the 20th instant was successful. No accident occurred.

**Ashton Branch Railway.**—The branch line now making from the Sheffield Railway to Ashton progresses rapidly under the able superintendence of the Messrs. Fowler, the contractors. Of the 12 arches which are to be built near and across the Hukinsfield road, the walls of 11 are partially erected. Yesterday the first stone was laid of the 20 arches intended to be erected over the canal and the river Tame. Upwards of 300 men are employed on the works.

**Railway to Newcastle-upon-Tyne and Carlisle.**—The railway from Darlington to Gateshead will be opened by the 1st of July, and which will join the Newcastle and Carlisle Railway at Redheugh, a little to the west of Gateshead. An uninterrupted railway communication will thus be formed from London to the city of Carlisle, a distance of about 350 miles, which it is expected will be performed in 15 hours.—*Hull Packet.*

**Salisbury Railway.**—The threatened opposition to the details of the bill for this undertaking, in committee, has been abandoned, and the measure is proceeding through the necessary stages with the utmost expedition. It is in contemplation to have a station at Dean, and another at Rumsey. The terminus will, it is thought, be reached quite into the city.—*Bath Herald.*

**Railways to Scotland.**—The Directors of the Liverpool and Manchester, Grand Junction, and Newcastle and Carlisle Railways either have memorialized, or are about to memorialize, the Board of Trade for the purpose of having an inspection of the different projected lines of railway into Scotland. The object is to fix on that line likely to be most conducive to the general interests of the public.—*Preston Chronicle.*

**The Bill for a Railway from Blackwall to Stratford.**—Petitions in favour of the above undertaking have been signed within the last few days by most of the respectable inhabitants of Stratford and its vicinity. It is generally anticipated that the proposed bill will be passed the present session of Parliament.

On Tuesday the directors were engaged in measuring the ground at Poulton, preparatory to the projected railway from Marlborough to Southampton.

**Railways in India.**—A recent number of the *Calcutta Englishman*, in an interesting article, inviting the attention of its readers to the consideration of the progress of public works in India, places before them as the first and most important subject that of "railway communication considered in a military as well as a commercial point of view," and refers to a carefully compiled railway map published as a supplement sheet of the *Englishman*. The writer proposes, in a series of successive papers, to give the grounds for the adoption of the lines of railway laid down in the map, and invites information from all parts respecting local circumstances which may be supposed affecting particular districts. We believe that this important subject has been already examined and reported upon by one of the first engineers in this country; and we rejoice to see it again brought under public attention, convinced, as we are, that no measure can ever be proposed so eminently calculated to promote the permanent interests of India as the establishment of railways.

**THE IRON TRADE.**—We are gratified to find that the iron trade is participating in the general improvement which has visited our manufacturing interests. The consumption, we understand, was never greater than at the present moment, the majority of our ironfounders being very fully employed, and although the present make of pig-iron in Scotland cannot be estimated at less than 6,000 tons per week, there is no accumulation of stock in the hands of either makers or consumers. Very extensive purchases have, we know, been made during the last few days, and the price of 1 iron has advanced to 50s. per ton at the Broomfield. The manufacturers, however, are not disposed to contract extensively at this price, anticipating a further rise before long, in which they are borne out by the opinion of parties who are conversant with the state and prospects of this most important branch of manufacture.—*Glasgow Chronicle.*